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PRIVATE BUSINESS AT THE
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A comprehensive and complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

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FIRING 8 SHOTS in 2 SECONDS.
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Hongkong, 6th March, 1907. 49

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PISTOLS.
CALIBRE 7.65 mm.
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CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1908. 535

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Inspection Invited.
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Hongkong, 4th March, 1907. 81

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12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
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Hongkong, 22nd May, 1907. 47

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Y. KUBO, MANAGER, HONGKONG,
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Hongkong, 27th November, 1907. 4934

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Hongkong, 22nd June, 1908.

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with communications addressed to the Editor, not for publication but as evidence of good faith.All letters for publication should be written on
one side of the paper only.Anonymous signed communications that have
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The Daily Press.

HONGKONG, JUNE 26TH, 1908.

Expert by the quiet way of a Daily Press
telegram, we in Hongkong heard nothing of
the great united shout of the Suffragettes inLondon on June 21st, which was to have
brought down the Jericho-walls erected and
maintained by those who do not see why
decent women should be turned into
more or less silly voters at Parliamentary
elections. The simultaneous-squawk from
half a million feminine throats must have
been awe-inspiring, as well as ear-splitting.Perhaps it was responsible for Mr.
Asquith's announcement that if the people
of England showed that they really desired
votes for women, the Government would
have no objection to the introduction of a
Bill to enfranchise the Jills. Perhaps it
was not. In any case, we bear no malice,
distance having rendered the co-operative
scream less epouvantable to us—and we
sincerely trust that it was not responsible
for too many sore throats in that "proud
and happy band." This a suffragette poem
we quote from:They'll tell in song and story.
How women once were slaves;
How those who strove to free them,
Went sorrowing to their graves;

Until they came to me.

That no one could withstand.

Hundreds of thousands marching,
A proud and happy band.Hundreds of thousands screaming, it was
on this famous 21st of June; and we can-
not but think more effective tactics might
have been employed. It was a male voice
choir that laid flat the walls of Jericho,
and we fear the feminine pitch, being
higher and of greater vibratory voltage, so
to speak, would not blend into the properthunder. It would be too much like the
"clamour of citizens without," when the
economical stage-manager hires small boys
to produce the stentorian murmurs of the
pollio. If they wanted Asquith and Co.
to tremble, they wanted something more
than a tremendous tremble, adulterated with
blends of soprano and falsetto. It might
have paid them to take a hint from
the tactics of Mrs. Pott in "Pickwick." Half
a million suffragettes, all lying on their
backs in Hyde Park, and drumming with
their heels at the word of command, might
have made an impression. This is a sublime
conception, and when the suggestion reaches
London, per our weekly mail, edition, we
hope it will not escape the notice of the
Mesdames Drummond and Pankhursts.
Think what a great and grand historical
picture it may inspire, for our children's
children to gape at on Saturday afternoons
in the National Gallery. A still simpler
idea, which we are surprised was overlooked,
would have been to have given every female
in that proud and happy band a bell like
the one with which Miss Molony discom-
fited Mr. Winston Churchill at Dundee.
The opportunity was lost. So, according to
The Academy, is the Cause. According to
our pious and occasionally scientific con-
temporaries the Suffragettes have been from
the outset doomed to squeal in vain.From the earliest time the animal man has
found it expedient to indulge grave suspicions
about the animal woman. Early in his choiced
and variegated career he discovered that the
other and better part of himself, though charming
and amiable to a degree, was not really to
be trusted. Hence he took particular care to
keep her under his thumb, and when his thumb
grew tired, he would employ his heel rather than
let her go free. This was nobody's fault; nobody
should be upbraided for it; nobody had the
smallest right of complaint. It was Nature or
the Order of Things who arranged matters as
they were arranged, and it is not for the
creature to improve it little upon the views
of the Power who created him. We shall pass
the reader fat disquisitions upon the middle
history of this strange relationship, contenting
ourselves with the observation that right down
to the present silicon epoch the creature man
has insisted upon being "lord of the fowl and
the brat," and in spite of thousands of years
of tradition, a d thousand years of broad-
ening down, as it were, we find our creatures face
to face with what is probably the most annoying
and least yielding portion that has ever threat-
ened to "in erupt" the orderly process of
civilization, the said party taking the shape
of the Screaming Cockatoos and their loose-witted
male supporters and victim. It is worth noting
that at the first of it was, but the bests of the
Order of Things cannot really be disbelieved.In answer to Mr. Arnold Herbert, in the
House of Commons, Sir E. Grey said:—An
agreement has been come to between the Chinese
Government and his Majesty's Government
whereby a Chinese official may be stationed at
Calcutta to watch the sales and export of opium,
but with no power of interference of any
description. The Chinese Government have
not so far notified of any appointment. No
similar official has been appointed by his
Majesty's Government to reside in China, nor
is it their intention to make such an appointment.
But his Majesty's Consular officers have
standing instructions to report any available
information as to the diminution of the cul-
tivation of opium.An automatic method of rapidly writing
shorthand has been devised in the "Stenotype,"
shorthand machine. The alphabet consists of
six signs to which six keys correspond on the
instrument, and as the keys are duplicated for
the use of both hands alternately a high rate of
speed can be attained. The machine is very
small and is practically noiseless, and the in-
ventors claim that the alphabet can be memorized
and the combination of signs understood quicker
than under the present system. It is mainly
intended for the use of ladies who cannot afford
the time to learn ordinary stenography, but is
also considered applicable to newspaper work.
The machine is at present being exhibited at
105 and 106, New Bond-street.

Furthermore, says The Academy,

We have sprawled in our noble rage, and
admiration for this fairest of God's creatures and
we are readying something of the whirlwind. To
put it another way, we have taught the parrot to
speak, and we have allowed her out of her gilded
cage. She flaps about in startling plumage and
shrieks her phrases with an assiduity which
shows her to be a bird of pluck and perseverance.
But she is becoming an obvious and dangerous
nuisance. She disengages the room. She rings
bells. She shouts for apologies. And she will
not allow poor papa to get on with his elections.
What is to be done? We say it with regret, but
there is only one thing that he can do, to wit, he
must place the bird back in her cage. His
absolute hands will probably suffer in the
process. If she can't bite them she will peck
them. At the same time the time has come for
severe and firm measures.That was written before the rancorous
cancus of June 21st, before the five hundred
thousand abricks were blended in the
memorable blast, and we presume later
comments will demand something with
boiling oil in it.Thirteen plague cases yesterday brought the
total to 83.Local Chinese are sending considerable sums
for the relief of the victims of the flooding on
the North and West Rivers.The Government's report on Hongkong dur-
ing 1907 was laid on the table of the Legislative
Council yesterday. The period under review
was one of depression.Mr. J. J. Leiria, Consul for Portugal, has
been appointed Consul for Brazil, in succession
to the late Mr. Romano. Official notification of
the appointment arrived yesterday by the
Canadian Mail.The body of Prince Phra Ong Chouhov, neophyte
of the King of Siam, who recently died
at Nai-sa, where he had been studying at the
School of War, was placed on board the steamer
Samui at Antwerp for conveyance to Siam.Messrs. Mather & Co. are in receipt of the
following telegram from their office at Copen-
hagen:—"Petronia" arrived at Adon with
cargo on fire, will most likely be a total loss.
We may mention that a.s. "Petronia" belongs
to the Russian East Asiatic Company, &
Petersburg and was en route to Hongkong,
Shanghai and Japan.The victim of a forgery appeared at the
Magistrate yesterday to charge two bank folks
with forgery. The complainant had just ar-
rived from the country with a promissory note for
\$700 on a Chinese bank in Queen's Road. He
went with a friend to the bank and received the
money, among the notes paid to him being the
\$100 bill in question. He afterwards went to a
money changer and produced the note, but was
informed that it was not a genuine one. He
returned to the bank but the men there denied
having paid that note. Complaints were made
to the police and two folks were arrested. Mr.
Wood remanded them for a week, bail being
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fixed at \$1000 each.The victim of a forgery appeared at the
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with forgery. The complainant had just ar-
rived from the country with a promissory note for
\$700 on a Chinese bank in Queen's Road. He
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money, among the notes paid to him being the
\$100 bill in question. He afterwards went to a
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NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S. "LOTHIAN"
FROM MIDDLEBOROUGH, GLASGOW,
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 22nd June, 1908. 983

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLEBOROUGH, LONDON AND PORTS.

THE Steamship

"GLENSTRAE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 29th June, will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the ship's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 22nd June, 1908. 984

S.S. "GALEDONIEN."

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Matapan" and "Dordogne," from Bordeaux ex S.S. "Ville de Clotot" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 29th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 22nd June, 1908. 985

"GEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENLEID."

FROM ANTWERP, MIDDLEBOROUGH AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd June, 1908. 989

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 1st July, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented, within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 24th June, 1908. 997

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 22nd June, 1908. 983

SHIPPING "RINGS."

EASTERN CONFERENCE.

Last month the Royal Commission on Shipping "Rings" or Conferences resumed its public sittings at Winchester House, St. James's square. The feature of the proceedings was the examination of Sir Thomas Sutherland, chairman and managing director of the P. & O. Company, who may be said practically to have stated the case for the steamship owners engaged in the Eastern trade. The Right Hon. Arthur Cohen, K.C., chairman of the Commission presided.

Sir Thomas Sutherland dealt at the outset of his evidence with the position of the P. & O. Company, which, he said, consisted of 400,000 tons of steamship of the most costly kind owned in this country. The dividends had for some years averaged 9 per cent on the paid-up capital, but taking insurance losses into account, the profit on the whole capital would work out at less than 7 per cent. This could hardly be considered more than a moderate return, on the light of the uncertainty which attended shipping business generally, and a small contractor's position more particularly. Within the period during which the various conferences had existed—the last twenty-five or thirty years—the company's main services to India, China, and Australia had been vastly accelerated and increased in importance, while at present it received a quarter of a million less in subsidy than was paid for the comparatively slow and limited services of former years.

"Evidently," added Sir Thomas Sutherland, "the public have gained through the operation of these conferences, so far as the mail service is concerned. For it is quite certain the company could not have carried out the public work which they have done, and earned the moderate profit which I have mentioned, without co-operation among shipowners engaged in the same trade as themselves. Our goods traffic constitutes the most important part of our revenue, being six times the amount of our subsidy, and this revenue could never have been earned without these conference agreements, of which the rebate system is the cornerstone."

The witness went on to point out that until some years after the opening of the Suez Canal the supply of tonnage was limited, but that an entire change in the situation was evolved by the introduction of the compound engine, and tonnage soon outstripped requirements. The natural result was impoverished rates and a struggle for existence which led to several lines withdrawing from the field, although they had entered it under fair enough auspices. It was in the late seventies that the remaining lines, then engaged in a hand-to-hand competition, began to draw together as to stave off disaster by coming to arrangements between themselves and with their customers. Such was the genesis of the Eastern conferences, which had worked fairly well for nearly thirty years, though not altogether without friction or difficulties. Difficulties had occasionally cropped up, both internally and externally, but looked at as purely voluntary arrangements, in which there was some scope for jealousy and misunderstanding between the lines themselves and between them and their customers, these conferences had on the whole worked well, and, in his firm belief, they had been advantageous to commerce. He supposed that nothing would have been gained by the Royal Commission but for the dissension between the South African companies and their customers.

"HUNDREDS OF THOUSANDS LOST."

"No doubt," continued Sir Thomas Sutherland, "merchants would like the conference better if they could have everything their own way. This seems to imply that whenever any causal opposition is brought on the birth, the merchant should be free to patronise it, to the detriment of the shipowner who runs his ships all the year round, and in the same time secure all conference rebates. Such a situation appears to me ridiculous and impossible. On the other hand, when a serious opposition has to be encountered, as in the struggle the other day for the trade between Antwerp and British Indian ports, the conference do everything in their power to protect their clients, in this country and abroad by lowering their rates and also increasing rebates. Hundreds of thousands were lost in the Antwerp fight. It does not follow that merchants are gained through disturbances of this kind. The result is that shipments are increased enormously, the markets are flooded, and an era of low prices invariably follows. Everyone then says: 'We don't want these low rates; what we require is fair rates and regularity.' Thus the conference system is justified of its children."

In the course of further evidence, Sir Thomas Sutherland claimed that the growth of the Suez Canal traffic bore ample testimony to the progress which had attended the work of the conference system. From 1884, when the tonnage passing through the canal amounted to 5,800,000 tons, the figure last year grew to 14,728,000 tons. It was impossible, he said, to estimate accurately the value of the increased trade which had taken place during the past twenty-four years, but if they put it at £100,000,000 sterling they would be well within the mark. Two-thirds of this large tonnage, and perhaps a greater proportion, was owned by British and foreign lines which all had worked under conference agreements. With this development of Eastern trade have been attained without the regular sailings, the low rates, and the rapid transit of the conference lines? He entirely doubted, because since the establishment of these conference agreements there had been a steady improvement in the ships, as regards, due to the ambition of owners to outwit each other in the attractiveness of their services. The impetus given by the conference to the construction and employment of these improved fleets, with their regular and rapid services, had been a most important factor in the development of the Far Eastern trade.

HELPING THE FOREIGNER.

Witness deprecated the idea of any legislation which might tend towards a retrogressive policy on the part of British shipping enterprise by the curtailment of its liberty. If, he said, anything of that kind were to be attempted, while foreign companies remained unhampered, the tendency to construct larger and finer vessels would in due course be followed by British lines. In this connection it must not be overlooked that the Continent of Europe was vastly more advanced than Great Britain, and that new foreign lines were springing up every day to contend against the supremacy which the British shipowners still held in the sea, and which our ports once held in the markets of the world. It was notorious, so far as the East was concerned, that Continental ports and foreign ships took a more considerable share of trade every year, and that their Governments afforded them both direct and indirect encouragement towards this end.

In the concluding part of his statement the witness claimed that even the most hostile critics could not controvert the broad fact that the conference lines had been singularly enterprising for the various trades in which they had been engaged, and said that, so far as he saw by the evidence, these lines had been innocent either of unfair rates or of seeking unscrupulous profits.

The Chairman: Supposing the system of deferred rebates was made illegal in England, but was legal in Germany, would that injuriously

affect British shipping? There can be only one answer. It would be absolutely injurious.

Captain Collins: Is it the case that rates from Antwerp to Sydney are lower than from London to Sydney?—No, they are not lower.

Sir A. Bateman: Do you confess that the shippers before raising rates?—Not necessarily, though we sometimes do. We do not expect the shippers to give us notice if they are not going to ship us.

STEAMSHIPS AS TRANSPORTS.

Mr. Austin-Taylor, M.P.: You admit that the conferences think of themselves first? We should be foolish if we did not. Of course, we are all philanthropists, more or less (Laughter).

Is it a philanthropic or—as patriotic that you build these boats, which you say strengthen the Empire in time of war?—I had in my mind the South African war, when we carried thousands of men. The ships that did that most effectively were not the tramps, and the rapid ships, but the moderate passenger accommodation and large cargo space. It would be a very great pity if legislation discouraged the construction of vessels of that kind.

The only doubt I have is whether the existence of 14-knot vessels, with large carrying capacity, can only be achieved by conferences.

You look forward to the time when the outward and homeward trade from Australia will be all done by regular conference lines?—I hope so.

In that case can we see any distinction between a monopoly of that kind and the railway monopoly in this country?—We poor shipowners have not the benefit of Acts of Parliament.

But if this goes on all over the world, who is to interfere when all competition is obliterated?

A monopoly created by Act of Parliament is different from one voluntarily created, and only existing by voluntary co-operation between the parties concerned.

In reply to Professor Gonner, the witness said the formation of an association of merchants to discuss matters with the conference would be of no advantage, unless the question of profit and loss to the shipowner was included.

He doubted whether associations of merchants had been of assistance in bringing about harmonious relations.

Mr. Macmillan, M.P.: You have spoken of the influence of conferences in improving the standard of steamers. Do I understand that a badly equipped ship is the best weapon with which to compete in an open market?—In an open market you naturally compete as cheaply as possible and that involves building inferior ships.

SOUTH AMERICAN TRAD.

M. F. Acock, general manager of the Pacific Steam Navigation Company, gave evidence respecting the West Coast (South America) conferences and explained that if rebates were done away with the Germans would still hold their lines.

Conferences exercised a force to protect the country's trade which an individual company would be powerless to provide. A recent example was the steps taken to get back the paper trade with Chile, which had been diverted to the United States and Germany. Conference lines also fostered trade at small ports in a way which tramp steamers could not hope to do.

The element of competition was not eliminated for conference lines were continually endeavouring to surpass each other in the matter of speed and facilities.

The Commission adjourned.

OUR OPIUM PROTEST.

APPRECIATED SYMPATHY.

The Times says:—It is evident that the re-organisation of the Colonial Office in ordering the closing of the opium dens in Hongkong has created keen resentment and called forth strong protests in the Colony. That such an effect should have been produced is hardly surprising in view of the manner in which the order was issued, and much sympathy will be felt with the feelings of the community of the island even by those who are most anxious to see the total eradication of the opium vice. The decision of the Government to direct the closing of the opium dens was apparently telegraphed to Hongkong without any previous warning, that such a step would be taken, and without any attempt to consult the views of the Colonists, or to ascertain the effect which such a sudden measure might have on the finances and general welfare of the place. Though the people of Hongkong do not enjoy the advantages of self-government, they are surely entitled to claim that their interests shall be carefully considered by the home authorities. It is not surprising, therefore, that they should feel keen indignation at a sudden and arbitrary action, taken with little regard for its consequences upon those immediately affected. Hongkong is the most important trading centre in the Far East and the second port in the world. A large and enterprising community of merchants is settled there, and a Chinese population of over a quarter of a million. Among the Chinese inhabitants opium-smoking has been carried on, as it has in most other countries in the Far East, but the practice has only been permitted in licensed dens, which have been carefully regulated and inspected. The proceeds from the opium monopoly, farmed out to certain interests, have formed a part of the revenue of the Colony. Any immediate suppression of the licensed places for smoking will, therefore, affect not only the persons concerned in the trade but the whole body of taxpayers, who will have to make good the deficiency caused by the sudden loss of opium-revenue. What sacrifice this task will entail can only be ascertained by a careful examination of existing conditions, and it is only fair to the people of Hongkong that the authorities should endeavour to prevent the imposition of the burden falling with excessive severity and injurious the prosperity of the community. From the protest drawn up by the local Chamber of Commerce, and from the motion being brought forward in the Legislative Council, it is clear that there is no desire to oppose any reasonable and genuine efforts to mitigate the abuse of opium. But the people of Hongkong are naturally opposed to a course of action that would inflict an unexpected and damaging blow to their interests. The sudden decision of the Home Government was apparently inspired by a forecast of the pressure brought to bear in the House of Commons in the debate of May 6th. In various speeches the serious evils of the opium vice were emphasised; and the Government was urged to assist in suppressing the practice, and especially to bring to a close the system of licensing it in the Crown Colonies. It was urged that the question was one between money and righteousness. That persons, who feel convinced of the many abuses that result from opium-smoking, should desire to see it suppressed is only natural. But while every credit should be given to those who desire to see the former as an evil, it is not to be overlooked that in such a case the fulfilment of their aspirations does not touch their material interests, and does touch the interests of others whose rights deserve con-

sideration. The traffic and consumption of opium, like that

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	ARCADIA	Neon, 27th June	See Special of Call. Capt. A. L. Valentine
SHANGHAI, MOK, KOBE, NUBIA, and YOKOHAMA	Capt. F. J. Fox	About 4th July	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 26th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YOCHEW"	On 27th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transcription for TASMANIA	"CHANGSHA"	On 27th June, 4 P.M.
NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"HUPHEH"	On 27th June, 4 P.M.
HOIHOW and HAIPHONG	"NANCHANG"	On 30th June, 4 P.M.
TSINGTAO and CHEFOO	"TEAN"	On 30th June, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE, AGENTS.	11

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.
NEXT SAILINGS FROM HONGKONG:
OUTWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 30th June.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 1st July.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 12th July.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July.
Further Particulars, apply to—

HAMBURG-AMERIKA LINIE.

Hongkong, 24th June, 1908. Hongkong Office. 12

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PEINZ WALDEMAR"	Friday, 26th June, at 4 P.M. Capt. W. v. SENDEN
KUDAT & SANDAKAN	"BOBNEO"	End of June. Capt. F. SEMBELL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Wednesday, 1st July, at NOON. Capt. RUD. METRE
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"PEINZ LUDWIG"	About Wednesday, 1st July. Capt. F. v. BINGER
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PEINZ WALDEMAR"	Thursday, 16th July, at 5 P.M. Capt. W. v. SENDEN

NORDDEUTSCHER LLOYD.
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th June, 1908. 5

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"WOSANG"	Friday, 26th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 27th June, Noon.
SHANGHAI	"CHOYSANG"	Saturday, 27th June, 4 P.M.
TIENTSIN via WEIHAIWEI	"CHIPSHING"	Monday, 29th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 30th June, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOK	"CHUNGSANG"	Wednesday, 1st July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 3rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOK	"KUTSANG"	Wednesday, 15th July, Noon.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Mok to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Hongkong, 26th June, 1908. 16

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP...	AMOY	Second half of June	JAVA	Second half of June
TJIRODAS...	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH...	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG...	JAVA	Second half of June	JAPAN	First half of July
TJIPANAS...	JAVA	First half of July	SHANGHAI	First half of July
TJIKINI...	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
YORK BUILDINGS, 1ST FLOOR.
HONGKONG, 19TH JUNE, 1908.

Telephone No. 375.

CHARGEURS REUNIS,
FRENCH STEAMSHIP COMPANY, HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinawater, Peking, Tientsin, Kobe, Yokohama.

GENOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER 18 DAYS

YOKOHAMA to LONDON and PARIS 28 DAYS

HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

† AMIRAL EXELMANS 25th July = MALTE 12th Oct.

— OUESSANT ... 27th Aug. = CEYLAN 26th Nov.

† No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World—Tobacco by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

752

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

SAILING DATES.

STEAMSHIP TONN. CAPTAIN POB.

STEAMSHIP	TONN.	CAPTAIN	POB	SAILING DATES.
ZAFIRO	2540	R. Rodger	Manila	On 27th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 4th July, Noon.

For Freight or Passage apply to

SHEWAN, TOME & CO.,
GENERAL MANAGERS.

Hongkong, 22nd June, 1908.

14

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF 12 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE," SAVING 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

TOM. LEAVE HONGKONG ARRIVE VANCOUVER

"EMPEROR OF JAPAN" 6,000 ... SATURDAY, 4th July ... 25th July.

"MONTEAGLE" 6,165 ... SATURDAY, 11th July ... 4th Aug.

"EMPEROR OF CHINA" 6,000 ... SATURDAY, 25th July ... 15th Aug.

"GLENFARG" 3,700 ... SATURDAY, 8th Aug. ... 6th Sept.

"LENNOX" 3,700 ... WEDNESDAY, 9th Sept. ... 8th Oct.

"EMPEROR OF INDIA" 6,000 ... THURSDAY, 24th Sept. ... 12th Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail-Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 27.10.

Intermediate on Steamers ... 240, ... 242.

First Class rate to London includes cost of Meal and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

POST OFFICE NOTICE

The *Prinz Ludwig*, with the German mail of the 2nd inst., left Singapore on Thursday, the 25th instant at 9 a.m. and may be expected here on or about Monday, the 29th instant at noon.

FOR

THE

DATE

Swatow and Shanghai

Friday

26th, 10.00 A.M.

Kobe and Yokohama

Friday

26th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, SHIMIDZU, YOKOHAMA, HONOLULU and SAN FRANCISCO.

Friday

26th, 10.00 A.M.

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

Swatow, Amoy and Foochow

Friday

26th, 10.00 A.M.

Macao

Friday

26th, 10.00 A.M.

Yokohama and Kobe

Friday

26th, 10.00 A.M.

Aiping

Friday

26th, 10.00 A.M.

Manila

Friday

26th, 10.00 A.M.

Saigon

Friday

26th, 10.00 A.M.

Hobow and Pakhol

Friday

26th, 10.00 A.M.

Hobow and Haiphong

Friday

26th, 10.00 A.M.

Batavia, Cherbon, Samarang, Soerabaya and Macassar

Friday

26th, 10.00 A.M.

Singapore, Penang and Calcutta

Friday

26th, 10.00 A.M.

Edwards & Co., India via Tadecorin

Friday

26th, 10.00 A.M.

(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Friday

26th, 10.00 A.M.

The Postal mail will be closed today, at 5 p.m.

Friday

26th, 10.00 A.M.

Macao

Friday

26th, 10.00 A.M.

Shanghai

Friday

26th, 10.00 A.M.

Ningpo and Shanghai

Friday

26th, 10.00 A.M.

Swatow, Amoy and Tamsui

Friday

26th, 10.00 A.M.

Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid, Perth and Fremantle

Friday

26th, 10.00 A.M.

Weihaiwei, Chefoo and Tientsin

Friday

26th, 10.00 A.M.

Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu, San Francisco, and Portland

Friday

26th, 10.00 A.M.

Singapore, Penang and Calcutta

Friday

26th, 10.00 A.M.

Swatow, Amoy and Foochow

Friday

26th, 10.00 A.M.

Tsin-tau and Chefoo

Friday

26th, 10.00 A.M.

Manila

Friday

26th, 10.00 A.M.

Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Tacoma

Friday

26th, 10.00 A.M.

EUROPE, &c., INDIA via TADECORIN

Friday

26th, 10.00 A.M.

(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Friday

26th, 10.00 A.M.

Sourabaya

Friday

26th, 10.00 A.M.

Manila

Friday

26th, 10.00 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu, and San Francisco

Friday

26th, 10.00 A.M.

Manila

Friday

26th, 10.00 A.M.

MAGWAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)

Friday

26th, 10.00 A.M.

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

EPOH, &c., India via Tadecorin

Friday

26th, 10.00 A.M.

(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Friday

26th, 10.00 A.M.

Kodung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria B.C. and Scott

Friday

26th, 10.00 A.M.

Singapore, Penang and Colombo

Friday

26th, 10.00 A.M.

Nagasaki, Kobe and Yokohama

Friday

26th, 10.00 A.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle

Friday

26th, 10.00 A.M.

Kobe and Yokohama

Friday

26th, 10.00 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver (B.C.)

Friday

26th, 10.00 A.M.

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

AMOY, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO

Friday

26th, 10.00 A.M.

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)

Friday

26th, 10.00 A.M.

Shanghai, Yokohama, Kobe and Moji

Friday

26th, 10.00 A.M.

Manila, Kiel, Wilhelmshaven, Simponhafen, Herbertshafen, Matapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

Friday

26th, 10.00 A.M.

Shatow and Shanghai

Friday

26th, 10.00 A.M.

TRY IT

Friday

26th, 10.00 A.M.

SUN PILSENER BEER

Friday

26th, 10.00 A.M.

H. RUTTONJEE & SON.

Friday

26th, 10.00 A.M.

WINE & SPIRIT MERCHANTS

Friday

26th, 10.00 A.M.

Hong Kong, 19th June, 1908.

TO-DAY.

Sale, Old Iron, Brass, &c., at H.M. Naval Yard Extension, Messrs. Hughes & Hong, 11 a.m.

"At Home" C. & H. Uator, 9 to 11 p.m.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

June, 25th

ON LONDON.—Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days sight

Bank Bills, at 4 months sight

Credit, at 4 months' sight

Documentary Bills (months sight)

ON PARIS.—Bank Bills, on demand

Bank Bills, at 30 days sight

Bank Bills, at 60 days sight

Credit, at 60 days' sight

ON GERMANY.—Bank Bills, on demand